


EASA	AIRWORTHINESS DIRECTIVE
	<p><b>AD No.: 2006 – 0318</b> <b>[Corrected]</b></p> <p><b>Date: 18 October 2006</b></p>
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
<p><b>Type Approval Holder's Name :</b> EUROCOPTER DEUTSCHLAND GmbH</p>	<p><b>Type/Model designation(s) :</b> EC 135</p>
<p>TCDS Number : EASA R.009</p>	
<p>Foreign AD : Not applicable.</p>	
<p>Supersedure : Not applicable.</p>	
<p><b>ATA 67</b></p>	<p><b>Rotorcraft Flight Control – T/R Control Linear Transducer (LVDT Collective) Bearing– Inspection/Replacement &amp; Rod and Floor Modification</b></p>
<p><b>Manufacturer(s):</b></p>	<p>Eurocopter Deutschland GmbH</p>
<p><b>Applicability:</b></p>	<p>EC 135 helicopter, all models, having the following components installed: Bearing Part Number (P/N) LN9367GE6N2, Rod P/N L671M5040205, Lever P/N L671M5040101 and Floor P/N L533M1014101, L533M1014102, L533M1014103, L533M1014104, L533M1014105 or L533M1014106</p> <p>Spare Parts affected: Rod P/N L671M5040205, Lever P/N L671M5040101, Floor P/N L533M1014101, L533M1014102, L533M1014103, L533M1014104, L533M1014105 and L533M1014106.</p>
<p><b>Reason:</b></p>	<p>EASA has been informed of an incident in which an impaired controllability of the EC 135 tail rotor was detected. Examinations have shown that the bearing of the linear transducer was subject to binding and the control range was limited.</p> <p>Eurocopter Deutschland (ECD) has issued an Alert Service Bulletin (ASB) that addresses the unsafe condition described above.</p>

	<p>This Airworthiness requires the inspection and, if necessary, replacement of the Tail Rotor Control linear transducer bearing and the modification of the rod and floor.</p> <p>This AD has been corrected to reference the EASA TCDS that has superseded the LBA Kennblatt No.3061.</p>
Effective Date:	20 October 2006
Compliance:	<ol style="list-style-type: none"> <li>(1) Not later than October 30, 2006, inspect the affected bearing and, if there is binding and/or abrasion on the floor, replace the bearing and modify the rod and floor in accordance with the instructions of ECD ASB EC135-67A-012 dated 04 September 2006.</li> <li>(2) Thereafter, at intervals not to exceed 800 flight hours, repeat the inspection of the affected bearing as required by paragraph (1) of this directive, including corrective action, as necessary.</li> <li>(3) After the effective date of this directive, no person may install any component held as spare part [as listed in the applicability section of this directive] into a helicopter, unless it has been modified in accordance with the instructions of ECD ASB EC135-67A-012 dated 04 September 2006.</li> </ol>
Ref. Publications:	Eurocopter Deutschland EC 135 ASB No. EC135-67A-012 dated 04 September 2006 or a later approved revision.
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-225 for consultation on 13 September 2006 with a comment period until 27 September 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to the Airworthiness Directive Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH P.O. Box 80 11 40 81663 München Federal Republic of Germany Phone: + 49 (0) 89 6000-9137 Fax: + 49 (0) 89 6000 6060</li> </ol>